City of Norfolk
Department of Utilities

August 2, 2013

Re: Addendum No. 3: 37th Street Water Treatment Plant Phase III Upgrade Project

To Whom It May Concern:

Attached, please find a copy of the above referenced addendum. As indicated in the project specifications, please call Azizi Parker at (757) 664-6767 or send an email to Azizi.parker@norfolk.gov to acknowledge receipt of this addendum.

Your cooperation is appreciated.

Sincerely,

Kenneth R. Turner, P.E.
Engineering Manager

Attachment: Addendum No.3

CH2M HILL
15010 Conference Center Drive
Suite 200
Chantilly, VA 20151
Tel 703.376.5000
Fax 703.376.5010

PHASE III UPGRADE PROJECT
Date: August 2, 2013

ADDENDUM NO. 3
TO THE CONTRACT DOCUMENTS
for the construction of the
37TH STREET WATER TREATMENT PLANT PHASE III UPGRADE PROJECT
CITY OF NORFOLK, VA

To All Planholders and/or Prospective Bidders:

The following changes, additions, and/or deletions are hereby made a part of the Contract Documents for the construction of the City of Norfolk, VA 37th Street Water Treatment Plant Phase III Upgrade project, dated June 2013, as fully and completely as if the same were fully set forth therein:

PART 3, SPECIFICATIONS

1. Section 23 34 00.01, HVAC FANS:
    1. ADD the second page of the fan schedule provided with this addendum after Supplement 23 34 00.01.

All Bidders shall acknowledge receipt and acceptance of this Addendum No. 3 in the Bid Form or by submitting the Addendum with the bid package. Bid Forms submitted without acknowledgment or without this Addendum will be considered in nonconformance.

CH2M HILL

Glenn Palen, P.E.

Appended hereto and part of Addendum No. 3:

1. Section 23 34 00.01: HVAC Fan Supplement 23 34 00.01 (second page)
2. Bid Phase Questions and Answers Related to the 37th Street WTP Phase III Upgrade Project

END OF ADDENDUM NO. 3

Bid Phase Questions and Answers Related to the 37th Street WTP Phase III Upgrade Project – Addendum No. 3

Date: 8/2/2013

Question 80: Please confirm the overhead wires on sheet 02-C-103 which are in conflict with the installation of Auger Cast Piles at the Settled Water Pump Station will remain energized during construction. This line is approximately 10' inside the new pump station footprint. This greatly increases the cost of the auger cast pile installation.
Answer 80: This is correct. Specification Section 31 63 16, AUGER CAST-IN-PLACE PILES, Paragraphs 3.01.D and 3.02 address this issue.

Question 81: I am having absolutely no luck finding a drawing for the "Back Wash Return Pumps". They are tagged with P-4-1-1, P-4-1-2, P-4-1-3, and P-4-1-4. Could you point me in the right direction?
Answer 81: Reference Drawing 15-M-101 and Specification Section 44 42 56.03-03.

Question 82: Reference Drawing 03-YP101. Please clarify the tie-in requirements for the two chemical lines located south of CPHH-12. Should there be a chemical hand hole where we tie into the existing lines?
Answer 82: There is no need for another hand hole at the tie-in point. The existing lines are installed in a precast trench that runs parallel with the north face of the existing Filter Building. Provide carrier pipes from the existing trench to CPHH-12 similar to those exiting CHPP-12 on the east side. Seal the openings through the existing precast trench wall water tight.

Question 83: Reference Drawing 03-YP101. What is the size and material type of the line coming out of P-15-1 which continues south and ties into the existing sewer metering manhole located on Drawing 03-YP102?
Answer 83: 4-inch, cement lined ductile iron.

Question 84: Reference Drawing 03-YP101. Please clarify the tie-in point for the 4" gas line that feeds the Filter Building and UV Building.
Answer 84: At the Chem/Ops Building the new gas line ties in to a flanged isolation valve installed upstream of the existing pressure reducing valve installed on the east face of the Chem/Ops Building. At the UV Building, the gas line terminates at AHU-15-101 as shown on Drawing 15-BS-101. At the east end of the gas line, the new lie ties in immediately downstream of the gas meter, as shown on Drawing 03-YP-101.

Question 85: Reference Drawing 03-YP103, which shows a 4" SH PVC carrier pipe in the section view, but this doesn't show up on the plan view. Please clarify where this SH line begins and ends.
Answer 85: These carrier pipes contain the hypochlorite hoses that exit the stainless steel enclosure being added to the north face of the Solids Processing Building on their way to CHHH-7. These hoses enter CPHH-7 below ground.

Question 86: Referencing Drawing 05-01-BS102, keyed note 2. Please provide a specification for the lab exhaust fan.
Answer 86: Reference additional page of fan schedule provided under this addendum.

Question 87: Reference general note #3 on Drawing 05-SB-G-100. Should the alum solids to be removed in the existing clearwells be considered a non-hazardous material?
Answer 87: Yes, they should be considered non-hazardous.

FANS

23 34 00.01

SYMBOL				EF-01-101			
LOCATION				FUME HOOD			
TYPE				FUME EXHUST SYSTEM			
FAN DATA	AIRFLOW	MAX	CFM	262			
		@ SP	IN W.G.	1.75			
		MIN	CFM	-			
	SPEED	RPM		2,967			
	DRIVE TYPE			BELT			
	WHEEL	TYPE		BI			
		MIN. DIA.	INCH	-			
	MAXIMUM	BHP		0.57			
SOUND DATA	SOUND POWER LEVEL dB (RE 10^{-12} W) @ MID OCTAVE BAND FREQUENCY (Hz)	63		102			
		125		92			
		250		86			
		500		84			
		1K		82			
		2K		73			
		4K		70			
		8K		64			
ELECTRICAL DAT	MOTOR	HP		1			
		RPM		3600			
		ENCL.		TEFC			
	VOLT			460			
	PH			3			
MAXIMUM DIMENSIONS	LENGTH	INCHES		33			
	WIDTH	INCHES		22			
	HEIGHT	INCHES		125			
	WEIGHT	LBS		271			
MANUFACTURER				GreenHeck			
MODEL NO.				Vektor-H-9 Fume Exhaust System			
APPLICABLE REMARKS:				A THRU I			

ABBREVIATIONS: FC: FORWARD CURVED BI: BACKWARD INCLINED AF: AIR FOIL

REMARKS:

A: Class B Motor Insulation or Greater
B: Spark B construction
C: Two Groove Pulley and Belt System
D: Switch - Nema-4X, Fused, Heavy Duty, Mounted & Wired
E: Isolation Damper, Gravity Backdraft, mounted in roof curb
F: Hi-Pro Polyester Coating - Dark Gray (041) Entire Unit
G: Provide stack extension tube and nozzel
H: Drive Service Factor of 2.0 - Standard
I: Motor Service Factor of 1.15 or greater